

## **System to Generator Intertripping Schemes (Intertrips)**

### **Overall Proposal**

System to Generator Intertripping Schemes (Intertrips) are installed at the time of connection of a generator to ensure the most economic, efficient and co-ordinated development, planning and operation of the Transmission System.

The purpose of this paper is to provide an overview of changes being proposed to various industry codes designed to introduce an enduring framework for intertrips going forward.

### **CUSC**

The CUSC will contain the overall framework for Intertrips, where an Intertrip is required for locationally specific reasons. This framework includes:

- Establishment of Intertrips as Ancillary Services;
- Generic terms relating to obligations on arming Intertrips;
- Definition of four categories of Intertrips; and
- Provisions for remuneration (capability and utilisation) of the four categories.

The proposal also considers the generic changes likely to be required to the Bilateral Connection Agreement, as established under the CUSC.

When an Intertrip is used for reasons other than those defined in the four categories (i.e. where the Intertrip is not required for locational specific reasons) the Intertrip would be a commercial requirement and terms and remuneration would be subject to bilateral commercial arrangements. The NGT proposals arising out of CAP076 do not address these commercial arrangements.

The CUSC Amendment Proposal is available via the following link – [CAP076](#).

### **Grid Code**

The precise changes to the Grid Code cannot be finalised until assessment of the CUSC Amendment Proposal has made some progress. However the changes will include:

- Clarification of notifications and Intertrip instructions;
- Changes due to the new CUSC payment mechanism;
- Clarification of the Connection Conditions; and
- Removal of treatment as a BOA

Further detail is contained in a paper that was agreed at the Grid Code Review Panel on 23 September 2004, which is available at – [Grid Code Intertrips paper](#).

### **BSC**

As the remuneration mechanism for Intertrips will be established in the CUSC, a consequential change is required to the BSC to remove the existing mechanism for remuneration via a Bid-Offer Acceptance.

### **Standard Licence Condition C16 Statements**

The precise changes to these statements cannot be finalised until assessment of the CUSC Amendment Proposal has made some progress. They are however anticipated to include:

### *Procurement Guidelines*

Inclusion of the four category definitions of Intertrips.

### *Applicable Balancing Services Volume Data (ABSVD) Methodology Statement*

Inclusion of the Intertrip volume to remove exposure to imbalance for the volume tripped for up to 24 hours

### *Balancing Services Adjustment Data (BSAD) Methodology Statement*

The volume associated with the operation of an Intertrip (i.e. the volume tripped off, for a maximum of 24 hours) will be included in the calculation of BSAD variables SBVA and SSVA (System Buy Volume Adjustment and System Sell Volume Adjustment). This will ensure that this volume is appropriately represented in the calculation of the Net Imbalance Volume (NIV) for imbalance price setting purposes.